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THE HONGKONG DISPENSARY

Established A.D. 1841.

Hongkong, 9th November, 1895.

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The Daily Press.

HONGKONG, NOVEMBER 21st, 1895.

The extent and importance of the Mohammedan rebellion in the North-west of China seem to have been considerably exaggerated in the first reports of the movements of the insurgents. This circumstance, as we pointed out recently, is not surprising. News in the Central Kingdom, like a snowball rolling down a hill, grows larger and larger as it travels, and it is often the case that a trifling incident occurring in the interior assumes portentous dimensions on the intimation of it reaches the coast. A missionary belonging to the China Inland Mission informs the Wuchang correspondent of our Shanghai morning contemporary that the rebellion has all along been opposed by the lead men among the Mohammedans, who doubtless cherish a lively recollection of the merciless severity with which the last insurrection in the provinces of the north-west was quelled. When, however, the people broke out, the leaders were compelled to throw in their lot with them, but all the same they are not eager for the conflict, and if the Chinese authorities do not use their power too harshly in putting it down at Hohow, where it was started, it is believed the rebellion is not likely to spread. The rising, as we have said, originated in Hohow, and after an engagement with the Chantai or Brigadier-General, which lasted three days, and in which he is said to have lost three battalions, the rebel force marched to the city of Tynan, or Singtan, and joined by the Mohammedans of the district besieged that city for fifteen days, committing much havoc round, but failing to capture the place. Joined by another body of co-religionists they fell back upon Tynan, and were there defeated by General MA NGAN-HANG, who made a rapid march during the recent war with Japan from Hohow to Peking, covering the distance in fifteen days, whereas it ordinarily takes forty-five days. This General has, it would appear, succeeded in confining the rebellion to the Hohow district. The insurgents crossed the river, but they were driven back by the Imperialists. They have invaded and laid waste the Heining district, and have advanced to within seventy li of Lanchow, the capital of Kanuh, but up to the latest advices they had not reached that city.

The truth is that the rebellion, up to its present stage, is purely local. It arose out of the oppression and severity of the officials, and the general distrust existing between the people and the ruling class. It is reported that before there were any overt symptoms of rebellion the Chantai or Brigadier-General placed guns on the city wall and had proclamations posted up at various points in the city, saying that all the Mohammedans would be killed. From this it is evident that there have been incitements to religious fanaticism in the minds of the Buddhist and Confucian sects in the province, and the incipient spark of revolt against the Emperor KWANG SU has been fanned into flame by His Imperial Majesty's own officials. Whether the rising assumes really formidable

dimensions or not depends very much upon the manner in which the operations against the rebels is conducted, and also to no small extent upon the treatment accorded to those who were so misguided as to be led into rebellion for no adequate reason. If they are treated with great harshness the movement may be quashed for the time, but the disaffection will remain and germinate afresh, ready to break out again on the smallest provocation. Even as it is the Mohammedans in China are chronically discontented and ready to take advantage of any opportunity to rise against the reigning dynasty. The Mongols are scarcely less dissatisfied with Manchu rule, and only need very brief incitement to become the subjects of the Great White Czar, who treats such of them as reside in his dominions with far greater liberality than is shown them by the Chinese mandarinate. The Mohammedans would no doubt welcome the advent of the Russians into Northern China, and might even, in a war, go over to them en masse. Moscovite influence will undoubtedly in the future extend both through Mongolia and Manchuria, even if it does not penetrate into the eighteen provinces, and the Peking Government will act wisely by promptly setting their house in order before the day comes when they will have less power to do so. The Mohammedans in China are of the same race and have therefore no natural antipathies to their rulers; if the officials only treat them justly and liberally, they will become as loyal as any other section of the native population.

The P. & O. steamer *Maseon* left Singapore for this port on 15th inst. noon.

Major-General Jones-Vaughan, in command in the Straits, is going home on short leave on urgent private affairs.

The O. S. S. Co's steamer *Telamon*, from Liverpool, left Singapore on the afternoon of the 19th inst., and may be expected here on or about the 25th inst.

The master of the steamer *Wooten*, which arrived at Singapore on the 11th inst. from Hongkong, reports having picked up the bodies of three Chinese in distress sixty miles off Hongkong.

The Singapore Free Press notes the arrival of the steamer *Zealandia* of 600 tons of tonnage, and says, "this is a fine ship, merely or it is to be taken seriously as the latest candidate for favour in the Singapore market."

In addition to the troops which left Southampton on the 15th October for Singapore by the blue funnel steamer *Telamon*, there were also embarked in the steamer *Trazer* a further contingent of the Southern Division, Royal Artillery.

The *Straits Times* understands that Mr. Little, the Straits Civil Service, has received permission to leave the service and join the Consular Corps in China. Messrs. Wilkinson and Hare, who were also applicants for permission to leave the service, have not yet received a decision as to the Colonial Office's decision.

The *Sing Free Press* notes a rumour that a concession for a railway extension in North China, towards the tea districts of Chekiang, is on the eve of being handed over to a London firm. This proposed extension would be of great importance to the tea trade, and is expected to change the face of Siam both commercially and politically.

It is understood, says the London correspondent of the *Graphic*, that the Chinese Government, in consequence of the defection of the Malay States, Mr. Chamberlain will visit four or five baronets to go out to Tonkin and Siam, and his Majesty's Commissioner will not be sent until he returns to the Colonial Office, and has an opportunity of consulting with Mr. Swettenham, the new Resident-General, who has just arrived in England from the Straits, on the whole subject.

The *Sydney Morning Herald* states that the manager of the P. & O. Company has received a telegram from Hongkong advising that a cargo of opium has been seized by the Chinese authorities. The cargo was found in a warehouse in Hongkong, and was valued at £100,000. The Chinese authorities are said to have seized the cargo on the ground that it was smuggled into the country.

The Resident of Upper Sarawak, the other day, had to decide upon a somewhat unusual case, all the parties concerned being Chinese. The complainants, who were relatives of a deceased Chinese, were claiming a share of the property of the deceased. The defendant, who was a Chinese, was claiming that the property was his own. The Resident decided in favour of the complainants.

The *Singapore Free Press* says:—We notice that the Golf Club has a fixture among its Christmas matches called the "Championship of the Far East." Has this fixture been decided upon in consultation with the clubs of Kobe, Yokohama, Shanghai, and Hongkong? If not, we should be inclined to point out that no match so entitled should be played otherwise than alternately at Shanghai and Hongkong, the Japan Club being the only club in the Far East which is entitled to play. The fixture should be played at Shanghai, and the Japan Club should be the only club in the Far East which is entitled to play.

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NOTICE TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUKIM, AMBA, WAH, HODHRA, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Steamship

"MILIA VALERIE" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

This vessel brings Cargo.

From Calcutta ex. s.s. *Agila*, transhipped at Colombo.From Trieste ex. s.s. *Inspector*, transhipped at Bombay.From Venice ex. s.s. *Carlotto*, transhipped at Trieste.From Red Sea ex. *Habib*, transhipped at Port Said.

Optional Cargo will go to Shanghai unless notice to the contrary be given before Noon on Monday.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be sent in to the undersigned before Noon on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 15th November, 1895. [5]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"KHEIDIVE"

FROM BOMBAY, COLOMBO, AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained as soon as the Goods are landed.

This vessel brings Cargo.

From London, ex. s.s. *Caledonia*, transhipped at Suez.From Calcutta, ex. s.s. *Borneo* and *Sunetta*.From Persia, ex. s.s. *Asia* and *King Arthur*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on Monday.

Decidedly cleared by the 23rd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the undersigned before 23rd inst. after which no claims will be recognised.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 16th November, 1895. [1]

STEAMSHIP "SAGHALIEN"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. *Quadrant* and *England*, from Havre ex s.s. *Bayland*, from Bordeaux ex s.s. *Vendocine* in the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are received from the Consignees before 5 P.M. on Monday, the 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned.

Goods remaining unclaimed after Saturday, the 23rd inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the undersigned before 23rd inst. after which no claims will be recognised.

G. de CHAMPEAUX, Agent.

Hongkong, 16th November, 1895. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"WINGSANG"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 19th inst. will be landed at Consignees' risk and expense into the Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th November, 1895. [2379]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG, AND SINGAPORE.

THE Company's Steamship

"PAKLING"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon on the 26th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given at 10 o'clock a.m. on the 26th inst.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 16th November, 1895. [2391]

OCEAN-STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AGAMENON"

are hereby notified that the Cargo is being discharged into Crutts, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crutts or Godown on and after the 19th inst.

Goods undelivered after the 25th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 26th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1895. [2343]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"POLYPHEMUS"

are hereby notified that the Cargo is being discharged into Crutts, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crutts or Godown on and after the 19th inst.

Goods undelivered after the 25th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 26th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1895. [2390]

NOTICE TO CONSIGNEES

"GLEN" LINE OF STEAM PACKETS.

FROM NEW YORK AND STRAITS.

THE Steamship

"GLENOGIE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained.

Cargo remaining undelivered after the 23rd inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 30th inst., otherwise they will not be recognised.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 16th November, 1895. [2394]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"CEYLON"

FROM ANTWERP, LONDON, AND SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained as soon as the Goods are landed.

This vessel brings Cargo.

From London, ex. s.s. *Albatross*, transhipped at Suez.From Calcutta, ex. s.s. *Albatross*, transhipped at Suez.

Optional Cargo will be forwarded unless notice to the contrary be given at 10 o'clock a.m. on the 26th inst.

Decidedly cleared by the 23rd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the undersigned before 23rd inst. after which no claims will be recognised.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 16th November, 1895. [1]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"ERATO"

Captain T. Ostermann, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained as soon as the Goods are landed.

This vessel brings Cargo.

From London, ex. s.s. *Caledonia*, transhipped at Suez.From Calcutta, ex. s.s. *Borneo* and *Sunetta*.From Persia, ex. s.s. *Asia* and *King Arthur*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. on Monday.

Decidedly cleared by the 23rd inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the undersigned before 23rd inst. after which no claims will be recognised.

ALF. WOOLLEY, Acting Superintendent.

Hongkong, 16th November, 1895. [1]

STEAMSHIP "SAGHALIEN"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. *Quadrant* and *England*, from Havre ex s.s. *Bayland*, from Bordeaux ex s.s. *Vendocine* in the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are received from the Consignees before 5 P.M. on Monday, the 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned.

Goods remaining unclaimed after Saturday, the 23rd inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and notice of same given to the undersigned before 23rd inst. after which no claims will be recognised.

G. de CHAMPEAUX, Agent.

Hongkong, 16th November, 1895. [2]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"WINGSANG"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 19th inst. will be landed at Consignees' risk and expense into the Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th November, 1895. [2379]

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG, AND SINGAPORE.

THE Company's Steamship

"PAKLING"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, unless delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon on the 26th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given at 10 o'clock a.m. on the 26th inst.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 16th November, 1895. [2391]

OCEAN-STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AGAMENON"

are hereby notified that the Cargo is being discharged into Crutts, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crutts or Godown on and after the 19th inst.

Goods undelivered after the 25th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 26th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1895. [2343]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"POLYPHEMUS"

are hereby notified that the Cargo is being discharged into Crutts, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crutts or Godown on and after the 19th inst.

Goods undelivered after the 25th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 26th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th November, 1895. [2390]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	<i>Milner</i>	Brit. str.	London	P. & O. S. N. Co.	To-day, at Noon.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	To-morrow.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 1st Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 2nd Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 3rd Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 4th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 5th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 6th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 7th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 8th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 9th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 10th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 11th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 12th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 13th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 14th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 15th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 16th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 17th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 18th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 19th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 20th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 21st Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 22nd Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 23rd Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 24th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 25th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 26th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 27th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 28th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 29th Dec.
LONDON	<i>Star</i>	Brit. str.	London	Bateman & Co.	On or about 30th Dec.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPERESS OF INDIA, Comdr. H. Pym, R.N., WEDNESDAY, 27th Nov. 1895.

EMPERESS OF JAPAN, Comdr. G. A. Lee, R.N., THURSDAY, 28th Dec. 1895.

EMPERESS OF CHINA, Comdr. R. Archibald, R.N., WEDNESDAY, 22nd Jan. 1896.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL RAILWAY, and thence to the UNITED STATES, CANADA, and the INLAND SEA OF JAPAN, and cross the CONTINENT FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

Circular Pacific Tickets Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.

The attractive features of this Company's route embrace the PACIFIC STEAMSHIPS (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award at the Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Tables of Rates, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 31st October, 1895. [18]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS

LONDON, Ac. Marseilles, Noon, 21st Nov. See Special Advertisement.

YAMA, via NAGASAKI, KOBE, ANCOVA, Noon, 22nd Nov. Freight or Passage. (Passing through the INLAND SEA.)

SHANGHAI, ROBERTA, About 30th Nov. Freight or Passage.

LONDON, Java, About 1st Dec. Freight or Passage. (Calling at Marseilles if sufficient inducement offered.)

For Further Particulars apply to ALF. WOOLLEY, Acting Superintendent.

Hongkong, 16th November, 1895.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

"WINGSANG"

Captain J. Young, will be despatched as above TO-DAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th November, 1895. [2379]